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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. The Budapest-Graz highway is the most important Hungarian military road. Its construction started before World War II, and it was finished about 1940. It is the only Hungarian road of 7.5 meters width. Some sections of the road have concrete, some others bituminous covering. The highway was originally constructed because the Budapest-Vienna road was obsolete and was located at the Czechoslovak border.
2. At the present time [1954] the road is again very important because it is one of the most important military roads leading to the West. It is a direct prolongation of the Cop-Debreceen-Budapest highway, connecting Hungary with Soviet territories. During World War II the road was seriously damaged by the heavy military traffic, but after the war it was entirely rebuilt and all the level crossings with the railroads were eliminated. At the present time the road does not have a single level crossing until the Austrian border is crossed.
3. The road passes a large military barracks in "Kelenföldi Laktanya", a suburb of Budapest. The military airport, Budaörsi Repülőtér, is on the right side of the highway. Until 1940 this was the main civilian airport of the city of Budapest, but being located disadvantageously the main airport was moved to the eastern part of the city. At the

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present time this airport is a military airport of secondary importance. It is very often covered by fog as it is located in a valley.

4. At Diosd there is a military radio station. Passing Erd, there is a new underpass, built in 1951.
5. After the underpass one arrives at Tarnok. Here there is a military radio station and the most important experimental laboratories of the Hungarian Post. The labs were expanded in 1950 and they now cover a comparatively large area. Between Tarnok and Martonvásár there is a training camp for the airborne troops.
6. Between Baracska and Kapolnasnyek, on the left side of the highway, there is a pump station of the Lovászi - Almásfüzitő oil pipeline. The oil pipeline is divided into two branches; one of them running to Budapest and the second one to Almásfüzitő and Szőny.
7. Now the road is parallel with Lake Velence for about ten kilometers. There are smaller watering places here. In 1950 the government began a program to develop a big-scale resort area for the workers of Budapest. This lake is located comparatively close to Budapest.
8. At Dinnyés there is a railroad crossing. The overpass was destroyed [redacted] but since then it has been entirely rebuilt.
9. After Dinnyés on the left side of the road is the Maszobal aluminum rolling mill. This is the largest Hungarian aluminum manufacturing plant with about 10 thousand metric tons annual production. It is presently controlled by the Soviets. [redacted]
10. Székesfehérvár has both a civilian and a military airport. The military airport is one of the most important in the country with runways for jetplanes. In the downtown section are large military barracks on the highway, occupied by the Soviet airforce. (In 1951 the military barracks in the north-east district of the city, on the left side of the road, were being extended.)
11. On the outskirts of the city is the rebuilt Danuvia factory. (Machine guns are manufactured here. The plant was bombed out during World War II.)
12. Passing Csór one arrives at one of the most important Hungarian industrial districts. Here the government intends to develop a large industrial centre. The two towns of Inota and Varpalota were united in 1951. The largest Hungarian aluminum reducing plant is located on the right side of the road. Connected with it is the new power plant of 120 thousand kw output. On both sides of the road there are coal mines and a central coal classifying plant. On the left side there is an older, smaller power plant and a coal dehydration plant, which in the future will be expanded to a capacity of six thousand metric tons daily.
13. In 1951 a large workers' quarters for about 30 thousand inhabitants was already under construction. All the workers of the adjacent industrial plants will be housed here, including

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the workers of the Pét explosive plants, etc.

14. On the left side of the road at a distance of about two kilometers is the "Péti Nitrogenművek" plant, the second largest Hungarian explosive factory. Here are the central experimental laboratories and management offices. After the nationalization the adjacent explosive plants, Berhida, Peremarton and Papkeszi, are directed from Pét. The laboratories are in very close collaboration with the Technical University at Veszprém, about 15 kilometers from here. Experimental work on explosives, oil cracking, jet fuel and coal hydrogenation is carried on at this installation.
15. After Pét, the largest Hungarian military training camps for artillery will be found on the right hand side of the highway, about two kilometers north of Hajmáskér. The highway which ran through Hajmáskér was moved to the south during World War II.
16. The road goes through Veszprém, which has a new Technical University. (Professor Varga is working here. The dean of the university is Professor Polinszky.) Veszprém was and is an important military centre. There is a school and training camp for the non-commissioned officers.
17. The road runs through this training camp. Next one arrives at Herend. On the right side there is the porcelain factory. Before World War II famous "Herend" china was manufactured here. The plant has been extended and industrial porcelain (insulators, etc.) is manufactured also.
18. At Városlőd there is a pottery factory.
19. One next arrives at Ajkarendek. About four kilometers south from here there is the Ajka power plant and the alumina and aluminum plants (presently controlled by the USSR).

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